Dear Mr Turner

 Wiltshire Council acting as the highway authority has a statutory duty to monitor the number of collisions which occur on its network that result in personal injury.  As part of the Authorities adopted Local Transport Plan, it has a commitment to reduce the number of collisions which occur on its network, and consequently seeks to implement schemes which reduce both frequency and severity of road traffic collisions. This monitoring in undertaken in two forms, firstly those sites which are identified as having short term, localised issues. These are termed ‘Local Safety Schemes’ and are typically resolved through relatively low cost solutions such as minor alterations to traffic signs or road markings. Secondly, is the identification of sites which exhibit a longer term trend of road traffic collisions and whilst these may be resolved through similar measures they have the propensity to require a more substantive solution.

 This particular scheme at the junction of the A4 / Leafy Lane has been developed following its identification through the second process.  Following assessment of the information recorded by the Police and review of the site geometry by experienced Highway professionals, it has been considered that the scheme currently being implemented offers the most pragmatic solution to resolving the type of collision commonly recorded.

 The junction design has been undertaken in accordance with the advice published by the Department for Transport in the Design Manual for Roads and Bridges. This is the best practice guidance provided to all designers who wish to undertake significant changes to the existing network. The scheme being implemented, seeks to formalise the junction layout to provide additional protection for vehicles wishing to turn right from the A4 into Leafy Lane and the junction which leads to Rudloe Manor.  It also offers additional protection to those exiting the side roads on to the A4 through the elimination of the substandard deceleration and acceleration lanes. The scheme does not seek to formally encourage additional use from traffic seeking to access locations such as Basil Hill and the other to the west of Corsham. Traffic intending to access these areas will continue to be directed using the appropriate routes.

 Regards

**John**

John Thomson

Deputy Leader and Cabinet Member for Highways and Broadband

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